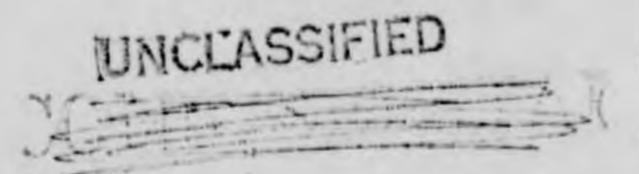
PROJECT 10073 RECORD CAR

1. DATE 61 Jan 51	2. LOCATION Artesia, New Me	Artesia. New Mexico	
3. DATE-TIME GROUP Local GMT_Not Given 5. PHOTOS	4. TYPE OF OBSERVATION Signal Ground-Radar Discrept Rada 16. SOURCE	Possibly Balloon Was Aircraft Probably Aircraft Possibly Aircraft Was Astronomical	
Z Yes	Civilian		
7. LENGTH OF OBSERVATION 40 secons 5	8. NUMBER OF OBJECTS	9. COURSE	D Other Insufficient Data for Evaluation Unknown
Dull gray in color. Objects were moving appeared to make an abruat a very fast rate of some objects would fly around then fly off in NE directs.	equal distance apart a pt turn & dissappeared peed. Day was clear. & above the balloon	balloon on sidata and als	data for evaluation. Do at relationship to the such items as positional to no time concept.

ATIC FORM 329 (REV 26 SEP 52)



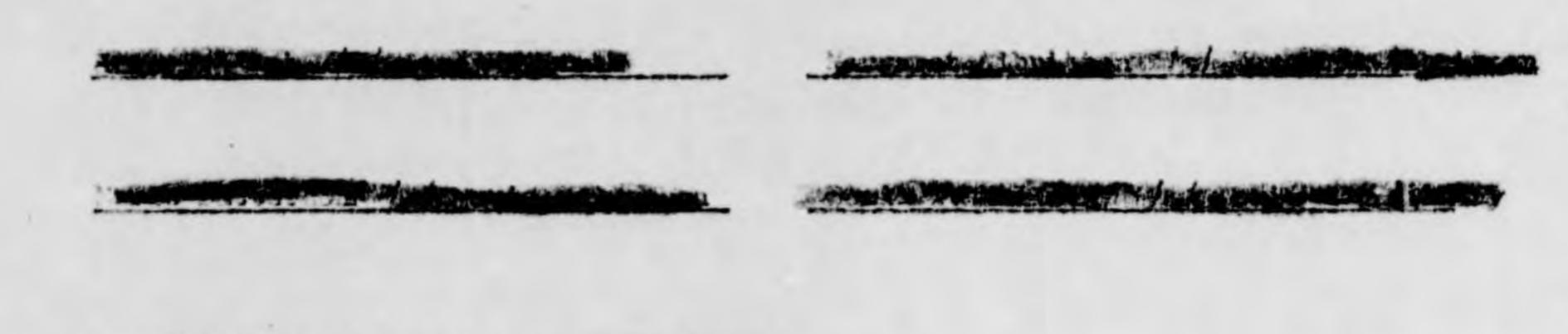
Following is a report of the sighting by the undersigned of an unidentified cerial object in the Oak Ridge Area. On the evening of 16 January 1951 the following personnel were returning home from their work at West Division, Fairchild Engine and Airplane Corporation, in the S-50 Area, Oak Bidge, Tennessee:

lii sa

driver, and hiss American were riding in the front west; and mero in the rear.

At approximately 1645 while driving Northeast on the turnpike approximately two miles inside the restricted area, Miss to beighted a brilliant object through the right rear window. Believing this to be a plane, Hise colled the attention of every one in the car to the object which was observed by each of the undersigned. Although the unusual brilliance of the object could not be explained, the group was about to agree that it must be a plane when at approximately 1847 someone exclaimed that the object was apparently stationary. After matching the object for a total of approximately five minutes, the group concluded that it pust be some sort of weather balloon, although no one in the crowd was especially familiar with such an apparatus. To accurate estimate of the size or location of this object is possible.

AF Plant Representative for Security, on the morning of 17 January 1951, who investigated the possibility of this object being a part of some project sponsored by an AMC contractor. However, it was determined that no weather balloon or similar apparatus was or had recently been up in this area.



A GREETFIED TERUS COPY:

Patrick W. Hayes Lt. Colonel, UMT

DOWNGRADED AT 3 YEAR INTERVALS; DECLASSIFIED AFTER 12 YEARS. DOD DIR 5200.10

UNCLASSIFIED

DEPARTMENT OF THE AIR FORCE HEADQUARTERS UNITED STATES AIR FORCE WASHINGTON

THE INSPECTOR GENERAL USAF BTH DISTRICT OFFICE OF SPECIAL INVESTIGATIONS MAXWELL AIR FORCE BASE, MAXWELL FIELD, ALABAMA

24-109

SPOT INTELLIGENCE REPORT

Unconventional Aircraft SUBJECT:

TO:

Director of Special Investigations Headquarters, U. S. Air Force Washington 25, D. G.

- 1. Tropard: An airborne object was sighted by five (5) persons on 15 January 1951 while driving in the Controlled Area, Atomic Phergy Project, Cak Ridge, Tennessee.
- 2. DETAILS: Attached hereto is a statement by five (5) civilian employees of the Mil'A Division, Fairchild Angine and Airplane Corporation, Cak Ridge. Tennessee concerning the sighting of a brilliant, stationary airborne object in the Controlled Area, Atomic Energy Project, Cak Ridge at 1645 hours on 18 January 1951. A check of the log of the 663rd ACAN Squadron, McGhee-Tyson Aircort, Enoxville, Tennessee reveals that no aircraft were in the vicinity of the controlled area at the time of observation. A check at the Knoxville and Cak Ridge weather stations revealed that no weather balloons were aloft at the above time.

As reported by the U. S. Weather Bureau, Knoxville, Tennassee, the weather conditions on 15 January 1951 at 1500 hours were as follows: clear, visibility 20 miles, temperature 37 degrees F, wind Sy at 5 miles per hour, winds aloft 2000 ft 240 degrees at 3 knots, 2000 It 310 degrees at 3 knots and 4000 ft 209 degrees at 5 knots.

3. ACCION: Will report any further incidents of this type.

1 Incl. Statement of 5 civilian employees of NEPA Div.

ce: REPA Division Mc. Alo Atta: HGIS

PATRICK W. HAYES Lt. Colonel, U.AF District Commander

> DOWNGRADED AT 3 YEAR INTERVALS: DECLASSIFIED AFTER 12 YEARS. DOD DIR 5200.10

UNCLASSIFIED

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WELLABOLITY DISCHOOMS

SUMMARY OF INFORMATION

CODE FOR USE IN INDIVIDUAL PARAGRAPH EVALUATION OF SOURCE

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(36 - 22 Jamesery 1951)

OF FOR USE IN INDIVIDUAL PARAGRAPH EVALUE SOURCE:

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(Notice 1/1 Antifest as there dated 20 January 1951 pertaining to the signifing

anject has sighted by five params striving in the "Control Some" of the atomic construing this phonosecon. The weather at the time of the statement construing this phonosecon. The weather at the time of this sighting is not control to the succession of the sighting is not containing the success of operated in the provious report for 16 Junuary 1971, a referred to those.

determined of the 663rd of a fragmenter, (Sadar), Seches Tyson Adspert, determined formed that no aircraft were in the vicinity at the time of the observables, and the under mide was receiving no interference.

in the hours on 21 January 1951, a radar ministing of an unidentified which over the circum, includes was made by the airborne radar equipment of the 5th At Filipter Squadron, 52nd of the State Cross, Socker Typen, Airport, Knowvilla, Tonnessee. This radar in aformace was received by the airborne radar as the aircraft approached the Laid Plant area in the "Controlled Ione" of the About interrup Project, by the fighter aircraft attempted interrup Project, the State various angles and found that the State of the interference minuted from the area of the Laid Plant. No visual reference to anything in the sky was reported by either the pilot or the radar operator of the Pad2 aircraft.

The touther at the time of this incident is reportedly: "Fartly element, and which which at seven (7) miles per hour. Temperature 58 degrees, and described 19 degrees. No ballooms or other weather apparatus was in the city at this time. Sotween the hours 1545 and 1415, the mind was variable from south to northeast at from tale to eleven (11) miles per hour.

Let Tireturable Usalar Concerning this phenomenon: (Norm: The latter

150 Linet Squadron, McChee Tyson Airpod; Encaville, Town, ist Linet Corning Corrison Reather Enrose, Cak Ridge; Townseese, Fire persons listed on inclosure, Cak Ridge; Townseese, Cal Cifice, Knowyllle; Termessee

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1 ca - CCL; Francille, Tom

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